

1-33. (CANCELED)

34. (CURRENTLY AMENDED) A dual-clutch transmission (1, 30) having at least six gears, the dual-clutch transmission comprising:

~~[[two]] first and second~~ clutches (K1, K2)~~[[,]] each having an input side of which are connected with a drive shaft (2) of a prime mover and an output side thereof which are connected with each of two~~ one of a hollow input shaft (3) and a solid input shaft~~[[s]] ([[3,]] 4) disposed coaxially to each other;~~

~~first and second countershafts (5, 6) upon which are rotatably supported gear wheels designed as idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36);~~

~~fixed~~ gear wheels (11, 12, 13, 14, 33, 37) non-rotatably situated upon said ~~[[two]] hollow and solid~~ input shafts (3, 4) ~~and designed as fixed wheels (11, 12, 13, 14, 33, 37)~~ which are in ~~[[tooth]]~~ meshing contact with said idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36);

~~coupling devices (22, 23, 24, 25, 31, 32) non-rotatably and axially movably supported upon said first and second countershafts (5, 6) and movable by setting devices, and fastened respectively on said first and second countershafts (5, 6) output gear wheels (18, 19), which are in [[tooth]] meshing contact with an output toothing (20) on a differential transmission (21), are respectively fastened on said first and second countershafts (5, 6);~~

wherein ~~[[a]]~~ first and second fixed wheels (13, 14) are situated upon ~~[[an]] the~~ hollow input shaft (3) and at least one other fixed wheel (respectively 12 or 37) is situated upon the ~~[[other]]~~ solid input shaft (4) for respectively driving at least two idler wheels (8, 15 and 35, 36; 9, 16; 10, 17); and the gear wheels of the transmission are sequentially disposed therein, beginning from said first and second clutches (K1, K2), as follows: a reverse gear (RG) and a second gear (G2), a fourth gear (G4) and a sixth gear (G6), a third gear (G3) and a fifth gear (G5), and a first gear (G1).

35. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein the first and second fixed wheels (13, 14) are fastened on said hollow input shaft (3) ~~designed as a hollow shaft while the at least one other fixed wheel (12) sits upon is supported by said solid input shaft (4) designed as solid shaft.~~

36. (CURRENTLY AMENDED) ~~The dual-clutch transmission according to claim 34, wherein~~ A dual-clutch transmission (1, 30) having at least six gears, the dual-clutch transmission comprising:

first and second clutches (K1, K2) each having an input side connected with a drive shaft (2) of a prime mover and an output side thereof connected with one of a hollow input shaft (3) and a solid input shaft (4) disposed coaxially to each other;

first and second countershafts (5, 6) upon which are rotatably supported idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36);

fixed gear wheels (11, 12, 13, 14, 33, 37) non-rotatably situated upon said hollow and solid input shafts (3, 4) which are in meshing contact with said idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36);

coupling devices (22, 23, 24, 25, 31, 32) non-rotatably and axially movably supported upon said first and second countershafts (5, 6) and movable by setting devices, and output gear wheels (18, 19), which are in tooth meshing contact with an output toothing (20) on a differential transmission (21), are respectively fastened on said first and second countershafts (5, 6);

wherein first and second fixed wheels (13, 14) are situated upon the hollow input shaft (3) and at least one other fixed wheel (respectively 12 or 37) is situated upon the solid input shaft (4) for respectively driving at least two idler wheels (8, 15 and 35, 36; 9, 16; 10, 17); and

said idler and fixed wheels of a highest gear (G6 or G7) and of a third highest gear (G4 or G5) ~~[[can be]]~~ are driven by an input shaft other than that of said idler and fixed wheels of a second highest gear (G5 or G6) and of a fourth highest gear (G3 or G4).

37. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein an idler wheel (16 or 36) of a highest gear (G6 or G7) and an idler wheel (15 or 16) of a second highest gear (G5 or G6) are situated upon said second countershaft (6) while an idler gear (9 or 35) of a third highest gear (G4 or G5) and an idler wheel (8 or 9) of a fourth highest gear (G3 or G4) are ~~supported~~ situated on said first countershaft (5).

38. (CURRENTLY AMENDED) ~~The dual-clutch transmission according to claim 34, wherein~~ A dual-clutch transmission (1, 30) having at least six gears, the dual-clutch transmission comprising:

first and second clutches (K1, K2) each having an input side connected with a drive shaft (2) of a prime mover and an output side thereof connected with one of a hollow input shaft (3) and a solid input shaft (4) disposed coaxially to each other;

first and second countershafts (5, 6) upon which are rotatably supported idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36);

fixed gear wheels (11, 12, 13, 14, 33, 37) non-rotatably situated upon said hollow and solid input shafts (3, 4) which are in meshing contact with said idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36);

coupling devices (22, 23, 24, 25, 31, 32) non-rotatably and axially movably supported upon said first and second countershafts (5, 6) and movable by setting devices, and output gear wheels (18, 19), which are in meshing contact with an output tothing (20) on a differential transmission (21), are respectively fastened on said first and second countershafts (5, 6);

wherein first and second fixed wheels (13, 14) are situated upon the hollow input shaft (3) and at least one other fixed wheel (respectively 12 or 37) is situated upon the solid input shaft (4) for respectively driving at least two idler wheels (8, 15 and 35, 36; 9, 16; 10, 17); and

an idler wheel (17) for a second gear (G2) and an idler wheel (10) for a reverse gear (RG) are situated upon said first and second countershafts (5, 6) and ~~[[can be]]~~ are driven by a common fixed wheel (14).

39. (CANCELED)

40. (WITHDRAWN - CURRENTLY AMENDED) The dual-clutch transmission according to claim ~~[[34]]~~ 36, wherein said gear wheels in the transmission, beginning from said ~~[[two]]~~ first and second clutches (K1, K2), are sequentially disposed as follows: a reverse gear (RG) and a second gear (G2), a fourth gear (G4) and a sixth gear (G6), a fifth gear (G5) and a seventh gear (G7), ~~the same as and~~ a first gear (G1).

41. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein said first and second countershafts (5, 6) are disposed one of paraxially ~~[[or]]~~ and forming an angle with said ~~[[two]]~~ hollow and solid input shafts (3, 4).

42. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein distances of both said first and second countershafts (5, 6) from ~~an inner the solid~~ the solid input shaft (4) ~~designed as a solid shaft~~ and from the hollow input shaft (3) ~~designed as a hollow shaft~~ are different and ~~[[that]]~~ said output gear wheels (18, 19) upon said first and second countershafts (5, 6) form, with the output tothing (20) upon a differential transmission (21), reduction ratios of ~~[[a]]~~ different magnitudes.

43. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein said output gear wheels (18, 19) are situated on ends of said first and second countershafts (5, 6) ~~pointing to~~ adjacent said ~~[[two]]~~ first and second clutches (K1, K2).

44. (CANCELED)

45. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein one of linear gears or non-linear gears are driven by ~~an outer~~ the hollow input shaft (3) ~~designed as a hollow shaft.~~

46. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein a fourth gear (G4) and a reverse gear (RG) ~~with a common coupling device (23) [[can be]]~~ are alternatively non-rotatably connectable alternatively with said first countershaft (5) via a common coupling, the same as and a second gear (G2) and a sixth gear (G6) are alternatively non-rotatably connectable via [[with]] another common coupling device (25) alternatively with said second countershaft (6).

47. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein a first gear (G1) and a third gear (G3) ~~with a common coupling device (22)~~ are alternatively non-rotatably connected connectable with said first countershaft (5) via a common coupling device (22), and a fifth gear (G5) is non-rotatably connectable with another coupling device (24) with said second countershaft (6) via another coupling device (24).

48. (WITHDRAWN - CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein a first gear (G1) and a fifth gear (G5) ~~with a common coupling device (31)~~ are alternatively non-rotatably connectable alternatively with said first countershaft (5), the same as and a third gear (G3) and a seventh gear (G7) are alternatively non-rotatably connectable via [[with]] another common coupling device (32) with said second countershaft (6).

49. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein the coupling devices (22, 23, 24, 25, 31, 32) are ~~designed as one of~~ positive fit dog clutches [[or as]] and shifting sets.

50. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 49, wherein each one of said coupling devices (22, 23, 24, 25, 31, 32) comprise a sliding sleeve axially movable upon the respective first and second countershafts (5, 6) but non-rotatably connected therewith and synchronizer rings ~~disposed to the right and left on opposite sides~~ thereof.

51. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein idler gear wheels (7, 17, 10) of a first gear (G1), of a second gear (G2) and of a reverse gear (RG) are situated in ~~an area of front~~ areas adjacent sides of a housing of the transmission housing.

52. (PREVIOUSLY PRESENTED) The dual-clutch transmission according to claim 34, wherein gear wheels (7, 17, 10) of a first gear (G1), of a second gear (G2) and a reverse gear (RG) are located in a central area of the transmission.

53. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein ~~[[a]] the~~ first clutch (K1) ~~is~~ situated closer in ~~direction~~ to the prime mover and is provided as a starting clutch for a first gear (G1).

54. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein ~~[[a]] the~~ second clutch (K2) ~~farther removed~~ is situated further from the prime mover and is provided as a starting clutch for a reverse gear (RG).

55. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein the ~~[[two]]~~ first and second clutches (K1, K2) are ~~designed as one of~~ powershift clutches, ~~preferably as~~ multi-disc clutches ~~[[or as]]~~ and dry one-disc clutches.

56. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein said ~~[[two]]~~ first and second clutches (K1, K2) are situated one of paraxially ~~[[or]]~~ and coaxially with each other.

57. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein a separate starting element, ~~preferably one hydrodynamic torque converter,~~ is situated ~~according to driving technique~~ between said drive shaft (2) of the prime mover and the input side of said ~~[[two]]~~ first and second clutches (K1, K2).

58. (WITHDRAWN - CURRENTLY AMENDED) The dual-clutch transmission according to claim 57, wherein output sides of said ~~[[two]]~~ first and second clutches (K1, K2) of said ~~[[two]]~~ hollow and solid input shafts (3, 4) are non-rotatably interconnectable of a shifting device (38) for performing a starting operation.

59. (CURRENTLY AMENDED) The dual-clutch transmission according to claim 34, wherein a torsional vibration damper is situated between said ~~[[two]]~~ first and second clutches (K1, K2) and the drive shaft (2) of the prime mover.

60-66 (CANCELED)